

The Middletown Transcript

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MIDDLETOWN, NEW CASTLE COUNTY, DELAWARE

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MIDDLETOWN, DEL., JANUARY 28, 1901

HAZING AT WEST POINT

The great issue in the Congressional investigation into the death of ex-cadet Booz, has been, whether the Congress which supported the institution, clothed, fed and paid the cadets, should make the rules governing its management, or whether a lot of boys (for it must be remembered that the oldest of them cannot be much past their majority) should make those rules. The cadets have at last been brought to realize their dependence and made a virtue of necessity by voluntarily signing a pledge that they would do that which each one had solemnly sworn he would do, i. e., to support the Constitution and the laws of the country. The ones who come out of the middle in worst shape are the officers stationed at West Point, who although sworn to observe the laws and to see that the regulations were enforced have done just the opposite. It would not be far wrong, should the Department find use for the entire academic force in some other capacity and fill their places with men of a higher appreciation of their duties and responsibilities.

THE QUEEN IS DEAD—THE KING REIGNS

On Tuesday evening January 22d, surrounded by her children and grandchildren Queen Victoria quietly passed away and Albert Edward became King to be known as Edward VII. The death of the Queen closes an epoch.

The Victorian age will be spoken of in history as are now those of Elizabeth, a former Edward, William the Conqueror or Alfred the great. When she was crowned the end of the monarchy seemed in sight. Her death leaves the throne more secure than ever. She has out lived all who were prominent at the beginning of her reign, and throughout it all she has pursued the same course, while her predecessors brought trouble upon themselves and their country by meddling in the politics of the day she kept out of it, but kept a strong hand upon the foreign policy. It was this hold that prevented war with the United States over the Trent affair. In fact she was even the friend of this Country, and it was largely her efforts that has brought about the bond that now exists between the two great English speaking nations. But it was as a wife and mother that she was particularly known and loved. She made her home a model one and was careful that no breath of scandal should ever come to bring discredit upon her or hers. And it is the widow and mother more than the Queen who is mourned over the entire habitable globe.

Edward VII. succeeds to his mothers throne under better prospects than would have been thought possible thirty years ago. At that time the Prince of Wales stood, not for the best there is in life, but rather for that which was "sporty," and the set surrounding him lived the pace that kills. But on his recovery from a serious illness, a great change was apparent. He began to take an interest in public affairs and this interest has continued and has made him the most popular Prince England has had. But following the example of his mother and probably influenced by her, he has not allowed that interest to lead him into partisan politics. His friends are of all shades of political opinion and of all stations in society, none being too poor to be beneath his notice. While he reaches the throne at the age of 60, too old to hold out much promise of a long reign, he brings to it the best type of English manhood and the education and training necessary to make up a constitutional monarch. He like his mother is a great friend of the United States, and the comity and friendship now existing will grow and strengthen under the rule of the King of England.

GOOD ROADS

We invite the careful attention of our readers to the following, abstract of the "Good Roads" bill now pending in the Legislature, as prepared by Every Evening and will be pleased to publish any comments or views that may be submitted. This is one of the most important matters now before the Assembly and something

should be done. The proposed bill is unlimited in power except by the amount of the annual appropriation. We think that the first roads to be improved under the law should be the main roads commonly known as the "State Road" and the "Kings Highway" but that is a matter of detail.

"It differs from the bill which was before the Legislature at its last session in several important points. Under the original bill, the State highway commissioner, who was to be appointed, was to make all the plans for roads all over the State and do the work at his office in Dover; also to appoint all assistants with headquarters at Dover. The bill now under consideration provides that the Levy Court of each county shall appoint a county supervisor, who shall be an engineer of at least five years' experience at a salary to be fixed by the court. The State commissioner, who is to be appointed by the governor, subject to the confirmation of the Senate, must be an engineer of at least 10 years' experience. He is to receive an annual salary of \$2,000 and receive \$1,500 for office expenses and \$500 for traveling expenses. The county supervisors must be approved by the State commissioner, and they are to act as assistants on all roads receiving State aid and at other times are to be the engineers of the Levy Courts to do whatever road work the Levy Courts shall require.

"On all roads receiving State aid the State pays one-third, the county one-third, and the hundred one-third, and it is the intention to have such roads extend ultimately all over the county. As soon as they are built with State aid, as indicated above, they are to be turned over to the county in which they are located and the Levy Court is to care for them and keep them in repair.

"When a new road or the rebuilding of an old one is to be undertaken under the new law, the matter is brought to the Levy Court of the county, and if the Levy Court should pass a resolution requesting that the road be built the matter is placed in the hands of the county engineer, who draws plans, which are submitted to the State highway commissioner and if that official deems the road of sufficient importance for the State to assist in building it he gives his approval. Otherwise he disapproves and the road, if built at all, must be built at county or hundred expense. His judgment is final in so far as receiving aid from the State is concerned.

"Where a road is petitioned for by the owners of a majority of the property along it, the Levy Court directs the county engineer to make plans, which are submitted to the State highway commissioner, as stated above, and if he should give his approval, the road is built and the property owners pay one-third of the cost, which, in the case of a 12-foot road, would be about five cents per foot front. This goes to the credit of the hundred.

"In all cases of improvement of roads, with State aid, the State highway commissioner has one vote in the Levy Court, just as if he were a member thereof. The State commissioner is judge of the necessity of any small road of not more than a mile in length to connect two other roads built with State aid, and this connecting road is to be built in the same manner as the other roads.

"By a vote of two-thirds of the members, the Levy Court can bond the county for road improvement for a sum not exceeding one-fourth of 1 per cent of the value of the real estate and personal property in the county. The two-thirds estimated cost must not exceed one-half of 1 per cent of the real and personal value in any one year and at no time must the county debt exceed 4 per cent of the assessment. In some other States the bonded indebtedness reaches 7 and 8 per cent. The bill makes provision for bonds at a rate not exceeding 4 per cent and they must not be sold for less than the par value.

"While it is understood that under the present law, the Levy Court has nothing to do with keeping up the roads, it is necessary to make some branch of the government responsible, and the Levy Court has been selected, as the highways referred to in the bill mean not only the roads but also the bridges. The road commissioners' duties are not to be taken from them, however.

"An objection has been offered that as the governor and two of the three Levy Courts in the State are Republican in politics, three of the four engineers would be Republicans. This is true, but politics should not enter into the matter. The fitness of the men for the places should be the only thing considered. The engineers are to be appointed for four-year terms.

"Under the bill all roads must be constructed by the Levy Court and State highway commissioner, and they have the right to reject all bids. They are prohibited, however, from farming out the road repair work, as has been the custom for a long time. And all road taxes must be paid in money and collected the same as any other taxes and the county treasurer who is to receive the money, is to keep a separate account of the road money. All money is to be paid by warrants signed by the county supervisors, the State commissioner and the Levy Court. Where an extraordinary expense is incurred for some special reason it must be cancelled the following year. When material is required for repairs the Levy Court is directed to purchase all such material from State or county penal institutions, so far as the institutions can supply the material, and the cost is not greater than the same material can be procured from other sources.

"In cases where roads are to be built without State aid the State commissioner is to give free use of his plans and also his services.

"As an illustration of the unsatisfactory methods of road work now employed, it might be well to state that in 1896 the sum of \$47,882 was raised in the county for road work, while in 1897 \$42,300 was collected, and not withstanding this large amount of money there is very little to show for it, although each hundred has a liability ranging from \$1,000 to \$7,000, which stands against the property in the hundred. In Christiansburg alone in the past 20 years nearly \$200,000 has been raised, enough to build 40 miles of first-class road, and there is very little to show for it, the Kennett turnpike, which is kept up by private enterprise, being the only real good road in the hundred. And it is a

good road, one of the best in this section of the country, and as a result property along it is much more valuable than it was years ago, having increased in value as the road was improved. It is said that a horse can draw three tons along the road now with more ease than it could draw one ton some time ago. None of the properties are on the market and those which were sold within the past few years brought as high as \$250 an acre. This shows what a good road does for a community.

"In New Castle hundred nearly \$1,000,000 has been spent in the past 20 years, and there is very little in the way of improvement, and if the law is not changed the same system will prevail as in the past. This sum would build 200 miles of good road. If the State should appropriate \$60,000 a year for the next two years, each county could use \$20,000 and would spend \$40,000 additional, which would build at least 12 miles of improved roadway in each county."

THE QUEEN IS DEAD

Queen Victoria is dead and Edward VII. reigns. The greatest event in the memory of this generation, the most stupendous change in existing conditions that could possibly be imagined, has taken place quietly, almost gently, upon the anniversary of the death of Queen Victoria's father, the Duke of Kent.

The end of this career, never equaled by any woman in the world's history, came in a simply furnished room in Osborne House. This most respected of all women, living or dead, lay in a great four-posted bed and made a shrunken atom whose aged face and figure were a cruel mockery of the fair girl who in 1837 began to rule over England.

Around her were gathered almost every descendant of her line. Well within view of her dying eyes there hung a portrait of the Prince Consort. It was he who designed the room and every part of the castle. In scarcely audible words the white-haired Bishop of Winchester prayed beside her, as he had often prayed with his sovereign, for he was her chaplain at Windsor. With bowed heads the imperious ruler of the German Empire and the man who is now King of England, the woman who has succeeded to the title of Queen, the princes and princesses and those of less than royal designation listened to the Bishop's ceaseless prayer.

Six o'clock passed. The Bishop continued his intercession. One of the younger children asked a question in shrill, childish treble, and was immediately silenced. The women of this royal family sobbed faintly and the men shuffled uneasily.

At exactly half-past six Sir James Reid held up his hand, and the people in the room knew that England had lost her Queen. The Bishop pronounced the benediction.

President's Message to Edward VII.—Washington, Jan. 22, 1901.

His Majesty the King, Osborne House, Isle of Wight:

I have received with profound sorrow the lamentable tidings of the death of Her Majesty, the Queen. Allow me, sir, to offer my sincere sympathy and that of the American people in your personal bereavement and in the loss Great Britain has suffered in the death of its venerable and illustrious sovereign, whose noble life and beneficent influence have promoted the peace and won the affection of the world.

WILLIAM MCKINLEY.

Victoria Alexandrina

Official Title—Queen of the United Kingdom of Great Britain and Ireland; Defender of the Faith; Empress of India; Sovereign of the Orders of the Garter, the Thistle, of St. Patrick, the Bath, the Star of India, St. Michael and St. George, and the Indian Empire, etc.

Born—May 24, 1819, at Kensington Palace, London.

Baptized—June 24, 1819, as Alexandra Victoria.

Ascended the Throne—June 20, 1837.

Crowned—June 28, 1838.

Married—February 10, 1840.

Name, as a wife—Mrs. Queen.

First child born—November 21, 1840 (Princess Victoria, Empress Dowager of Germany).

Prince of Wales born—November 9, 1841.

Children—Four sons, five daughters.

Became a widow—December 14, 1861.

Proclaimed Empress of India—January 1, 1877.

Celebrated Jubilee—June 20, 1897.

Publishing writings—"Leaves from the Journal of Our Life in the Highlands" (1889), and "More Leaves from a Journal of Our Life in the Highlands" (1895).

Residences—St. James' Palace; London; Buckingham Palace, Palace; Windsor Castle, Berkshire; Kensington Palace and Hampton Court, Middlesex; Osborne, Isle of Wight; Holyrood House, Edinburgh; Balmoral, Aberdeenshire; the Castle, Dublin.

State Flag at Half Mast

Governor Hunn Wednesday issued a proclamation ordering the flag of the State Capitol placed at half mast as a token of respect for deceased Queen Victoria of England. The proclamation speaks feelingly of the great respect and admiration for the Queen and the sympathy for the English people.

GOV. HUNN GREETED HEROES

About two hundred members of the Grand Army of the Republic were in Dover Thursday and participated in a reunion and campfire in the Court House.

The object of the veterans was to confer with the General Assembly in regard to some important measures now before that body in which they are interested. The reunion was held, also, to stir up the interest in the Grand Army among the members in the lower part of the State.

The old soldiers paraded through the principal streets of Dover, headed by the Brunswick Band, which accompanied the Wilmington members, and the Sons of Veterans. When the State House was reached the soldiers drew up in line and were reviewed by Governor Hunn, who shook hands with each soldier as he passed, in single file, before him, the Song of Veterans standing at "present arms."

The reunion and camp fire were held in the afternoon, and at night a banquet was held at the Capitol Hotel, the guests including Governor Hunn, Lieutenant-Governor Cannon and a number of Legislators.

Bills Affecting the Veterans

The bills in which the veterans are interested and over which a conference was held with the Legislature at noon are the following: Providing for an appropriation of \$1,000 annually for the proper observance of Memorial Day; exempting old soldiers from license to sell wares and merchandise, and providing a sufficient burial fund for indigent soldiers, sailors and marines.

THE GENERAL ASSEMBLY

Review of Interesting Happenings of the Week

MONDAY

The House passed the bill authorizing the City Council of Wilmington to appropriate \$1,500 annually for the Phoenix Ambulance.

In the House ex-Speaker Theodore F. Clark offered a resolution calling attention to the fact that intoxicating liquors in bottles and otherwise have been stored in certain rooms in the State House and that proper conduct was demanded at all times by the people from the members of the General Assembly. The resolution called on the custodian of the State House to remove the liquors from the building. The resolution was passed without a dissenting voice and sent to the Senate, where it is said no Senator will call it up. Several members said they did not know the beer was there.

Notices were given in the House by Mr. Robertson of an act to amend chapter 273, volume 21, Laws of Delaware, providing a general corporation law.

Mr. Hitchen gave notice of an act to repeal section 9, chapter 555, volume 15, Laws of Delaware, in relation to screens in saloon windows. This provides that the screens in saloon windows be allowed to be closed all the time if the owner desires, instead of being compelled to throw them open on Sunday.

Mr. Aron gave notice of an act to prevent the marriage of degenerates. This act provides that persons either physically or mentally unfit shall not receive a license to marry and hereafter all persons desiring to secure a physician's certificate. No penalty will be attached for the minister who defies this law.

Mr. White gave notice of an act to permit the town of Milford to fund its sewer bonds.

Notice was given by Mr. Moore of an act to prevent the catching of carp in the Delaware Bay or its tributaries during the months of June, July and August. This is a good measure as the carp is rapidly becoming extinct. It is used largely as a food fish.

Senator Clements gave notice of two bills fixing the salary of the Secretary of State at \$2500 and turning all fees of the office into the treasury.

In the Senate Mr. McFarlan called up the bill to appropriate \$124,000 to the Delaware State Hospital. It was read the first time and referred.

FOR GOOD ROADS

The good roads bill was presented by Representative Flinn. The bill provides that a State Highway Commissioner and county road supervisors shall be appointed and a State appropriation made. Permanent improvement will be made to the roads by macadam, improved stone crushers and road machines, the road taxes paying one-half the expenses and the State the other.

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The Cottage Prayer Meeting of the W. C. T. U. met at Mrs. Charles Pancoast Friday afternoon.

Mrs. F. Cowdick, of Philadelphia, was an over Sunday visitor at the home of Mrs. John Schunder, Jr.

Mr. Gustin anticipates leaving town this week for New York where he will be employed on the Subway.

Messrs. Frank Gray, of Wilmington, and Emmett Toomey, of Philadelphia, visited friends here Sunday.

Mr. and Mrs. F. A. Churchman, of Philadelphia, were entertained by her sister, Mrs. William A. Price.

Cards are out announcing the marriage of Mr. Samuel Hines and Miss Sarah Fisher at the home of Mr. and Mrs. George Green on Wednesday, January 30th.

Miss Clara Alfroe, of this town, and Mr. David Robinson, of Millington, Md., were married last week and have gone to Philadelphia to reside.

The funeral of Mrs. Thompson, wife of Sergeant Thompson, took place on Tuesday, interment at Delaware City Cemetery. Her husband and two small children survive her.

The ladies of Christ Church met at the rectory on Wednesday afternoon to consider the question of holding a bazaar later on. The proceeds to be devoted to painting the exterior of the church.

A special car on the trolley line conveyed a theatre party to Wilmington Wednesday evening. Among the number were Mrs. H. C. Clark, Miss Bernice Keane, Mrs. C. Jefferson, Miss Bertie Clark and William Reynolds.

Miss Nellie Swan and Mr. George Price were married on Wednesday at the home of H. C. Cleaver in Wilmington, by the pastor of Central Presbyterian Church, Rev. Dr. McCurdy. At the conclusion of the ceremony refreshments were served and later on the bridal party returned to Delaware City. The bride was gown in a becoming costume of Venetian cloth trimmed with white and burnt orange silk black velvet hat with black plumes and burnt orange velvet. The groom wore black broad cloth. The bride received several presents. In the course of a few days the happy couple will begin housekeeping in the house at the pivot bridge.

SAFE BROKEN OPEN

The fire-proof safe at the Milford depot was broken open Tuesday night by the use of nitro-glycerine.

It was completely wrecked and the contents scattered about, windows broken and general havoc wrought.

George Baynum, the agent, says but \$12 or \$13 were in the safe, and that his papers were not molested.

Freight Agent Reynolds lives near by and heard the explosion, which occurred at about 11.30 o'clock.

A gang of toughs went down the road Monday on a freight, some of whom are known to have been Wilmington crooks, and it is supposed they left in couples at different towns along the Delaware, Maryland and Virginia railroad.

DELAWARE CITY

Mrs. Neff is still seriously ill.

William Anderson spent Monday in Wilmington.

H. Rose has recovered from an attack of the grippe.

Fred Pennington has returned from Philadelphia.

Dr. Ogle spent a few days in Philadelphia this week.

Gilbert Green, of Wilmington, was in town on Sunday.

Edward Lester, Jr., advertises his sale on January 28th.

Mrs. Mary Smith, of State Road, was in town Wednesday.

The Major Reynolds has discontinued her trips for the winter.

The ladies of Christ Church have organized a sewing society.

Miss Julia Clark and Miss Newton were in town this week.

Miss Stahl and Miss Mary Stahl are guests of friends in Scranton, Pa.

Capt. La Fite has returned from New Orleans accompanied by his children.

Mrs. F. T. Eagle, of New Castle, was the guest of relatives in town Thursday.

Twenty soldiers from Fort du Pont have been ordered to Fort Delaware on duty.

George McIntire is home for a short time as a substitute for S. D. Townsend who is ill.

The Misses Clark have not started west yet, but are with Miss Newton in Wilmington.

William Miller, of Philadelphia, spent Tuesday night with his sister, Mrs. E. Bradway.

The Mite Society of the Presbyterian Church met at the home of Mrs. Pancoast Thursday.

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FLORIDA

The first Pennsylvania Railroad tour of the season to Jacksonville, allowing two weeks in Florida, will leave New York Philadelphia, Baltimore, and Washington by special train on February 5.

Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train, will be sold at the following rates: New York, \$50.00; Philadelphia, Harrisburg, Baltimore and Washington, \$48.00; Pittsburg, \$53.00, and at proportionate rates from other points.

For tickets, itineraries, and other information apply to ticket agents, Tourist Agent 1106 Broadway, New York; 4 Court Street, Brooklyn; 789 Broad Street, N. J.; B. Courlander, Jr., Passenger Agent Baltimore District Baltimore, Md.; Colin Studds, Passenger Agent Southeastern District, Washington, D. C.; Thos. E. Watt, Passenger Agent Western District, Pittsburg, Pa., or to Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

Driving Accident Results Seriously

A valuable horse belonging to John Copper was killed in a runaway in Chesterstown Wednesday. Mr. Copper was driving a pair of horses and the reins broke while coming down a hill. The animals dashed off, and coming in collision with the steps of the Voshell House, the pole was broken, the more valuable of the two animals was thrown and the stub of the broken tongue penetrated its side. The animal was led home, but died afterward. Mr. Copper was thrown violently in the street and was painfully injured.

THE TRANSCRIPT, \$1.00 per year.

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CECIL PAPER WILL BE SOLD

The Cecil Paper Mills, on Little Elk creek, six miles north of Elkton, owned by the heirs of I. Day Carter, have been purchased by Charles L. Carter. Extensive repairs are now being made to the buildings and machinery, and Mr. Carter expects to have the plant running by April 1. A machine for manufacturing binder's board will be installed and the mill will make that class of cardboard exclusively. The main building and all the stock and machinery were destroyed by a recent fire at the mills.

This is to Certify to All to Whom These Presents Shall Come,

That we, Robert S. Baird, of the City of Wilmington and State of Delaware, and James C. McComb, of Brandywine Hundred, New Castle County and State of Delaware, have this day entered into a limited partnership for the purpose of carrying on the trade and business of manufacturing and dealing in groceries and other goods, and all things thereto belonging or appertaining, under and by virtue of the laws of the State of Delaware, upon the terms hereinafter set forth.

The said partnership is to be conducted under the partnership name of Charles Baird and Company, and the general object of the partnership is to carry on the trade and business of manufacturing and dealing in groceries and other goods and all things thereto belonging or appertaining.

The names and residences of the said partners are as follows: The general partner of the said firm is Robert S. Baird, living in the City of Wilmington, New Castle County and State of Delaware, and the special partner is James C. McComb, of Brandywine Hundred, New Castle County and State of Delaware.

The said James C. McComb, the special partner, has contributed the sum of Twenty Thousand Dollars to the common stock of the said partnership.

The said partnership is to commence on the first day of December, D. C. one thousand nine hundred, and is to end on the thirty-first day of November, A. D. one thousand nine hundred and one.

IN WITNESS WHEREOF, we have hereunto set our Hands and Seals at the City of Wilmington, New Castle County and State of Delaware, this Twenty-Sixth day of November, A. D. one thousand nine hundred.

ROBERT S. BAIRD, (Seal.)
JAMES C. MCOMB, (Seal.)
SIGNED, Sealed and Delivered in presence of
JAMES C. MCOMB, (Seal.)
LEWIS SASSIE, (Seal.)
JAMES C. MCOMB, (Seal.)
LEWIS SASSIE, (Seal.)

WE ALSO HAVE A FULL LINE OF

Carriages....

AT GREATLY REDUCED PRICES DURING THE WINTER

General Agents for

The American Cream Separator

J. F. McWhorter & Son,

MIDDLETOWN, DELAWARE.

A Sure Cure

An Affective Cure

For Coughs, Colds, Bronchitis, Asthma, Hooping Cough, Etc., Use

ALLABAND'S

Anodyne . Expectorant

Why suffer with that wheezing, hacking cough when a bottle of ALLABAND'S ANODYNE EXPECTORANT will put a stop to it. Every bottle guaranteed or money refunded by your dealer.

Price, 10 and 20 Cents.

Mrs. S. J. RONEY, 733 West Second Street, Wilmington, Del., says: Having used "ALLABAND'S ANODYNE EXPECTORANT," for Coughs, I can recommend it to any one suffering.

A Good Thing to have at all times.

BROWN'S ANTIDOTE.—For Headache and Neuralgia, Sickness and sourness of Stomach. A few doses a sure cure. 4 doses 10 cents. For Sale by BRADGON & Co., Middletown, Del.

Wholesale and Retail Druggist.

I wish to announce to the public that I have secured the services of a first-class

SHOEMAKER

and I am able to serve my customers with the best of work at old prices. Thanking you for past favors, I remain,

Very truly yours,

M. GREMMINGER,
ODESSA, DEL.

